

WHAT IS CLAIMED IS:

1                   1.     A headrest for a motor vehicle backrest for an occupant seat  
2 of a motor vehicle comprising:  
3                   a base portion;  
4                   an occupant-engaging contact portion supported for relative  
5 translational movement on the base portion;  
6                   an articulated spread-lever arrangement linking the base portion and  
7 the contact portion and operative to displace the contact portion away from the base  
8 portion upon relative rotation of a first link of the arrangement relative to a second  
9 link of the arrangement; and  
10                  a tension spring extending between the contact portion and the base  
11 portion and urging the contact portion toward the base portion,  
12                  whereby rotation of the first link of the arrangement relative to the  
13 second link of the arrangement causes a translation of the contact portion relative  
14 to the base portion.

1                   2.     The vehicle headrest of claim 1, wherein the base portion includes  
2 a track, and wherein the contact portion is translated within the track.

1                   3.     The vehicle headrest of claim 2, wherein the track is integrally  
2 formed in the base portion.

1                   4.     The vehicle headrest of claim 1, wherein the arrangement includes  
2 an overcenter condition, whereby the contact portion locks at or near a maximally  
3 deployed position away from the base portion upon maximum rotation of the first  
4 link relative to the second link.

1                   5.     A backrest for an occupant seat of a motor vehicle comprising:  
2 a backrest frame;  
3 a headrest including a base portion supported atop the backrest frame,  
4 an occupant-engaging contact portion supported for relative translational movement  
5 on the base portion, an articulated spread-lever arrangement linking the base portion

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6 and the contact portion and operative to displace the contact portion away from the  
7 base portion upon relative rotation of a first link of the arrangement relative to a  
8 second link of the arrangement, and a tension spring extending between the contact  
9 portion and the base portion urging the contact portion toward the base portion; and  
10 an actuator for imparting a rotation of the first link of the  
11 arrangement relative to the second link of the arrangement, whereby the contact  
12 portion is controllably translated relative to the base portion.

1 6. The vehicle seat of claim 5, wherein the actuator includes a  
2 Bowden cable operative to impart a rotation of the first link relative to the second  
3 link when tensioned.

1 7. The vehicle backrest of claim 6, including a cam that is  
2 eccentrically mounted on the backrest frame for rotation in response to an occupant  
3 inertial force applied against the backrest frame, and wherein the Bowden cable is  
4 secured to a surface of the cam such that the Bowden cable is tensioned upon  
5 relative rotation of the cam.

1 8. The vehicle backrest of claim 6, wherein a first end of the  
2 Bowden cable is secured to the first link, and a second end of the Bowden cable is  
3 secured to the backrest frame.

1 9. The vehicle backrest of claim 8, including a receiving block  
2 mounted on the backrest frame, the receiving block defining a pocket; and a lever  
3 arm, mounted on the backrest frame for rotation in response to an occupant inertial  
4 force applied against the backrest frame, operative to increasingly urge a length of  
5 the Bowden cable laterally into the pocket of the receiving block with increasing  
6 applied force.

1 10. The vehicle backrest of claim 5, wherein the base portion of the  
2 headrest includes a track, and wherein the contact portion of the headrest is  
3 translated within the track.

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1 11. The vehicle backrest of claim 10, wherein the track is integrally  
2 formed in the base portion.

1 12. The vehicle backrest of claim 5, wherein the arrangement  
2 includes an overcenter condition, whereby the contact portion locks at or near a  
3 maximally deployed position away from the base portion upon maximum rotation  
4 of the first link relative to the second link.

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